

CUBAN INDEPENDENCE.

Important Revelations Regarding Revolutionary Schemes in Cuba—Plans of the South American Allies to Carry the War Home to Spain—An Invasion of Cuba Proposed—The Native Cubans Abandon to Receive the Allies.

The success which has attended the allied republics of South America against their old enemies and oppressors, Spain, has inspired the West India and South American colonies that power with a desire to be freed from her yoke, and we are reliably informed of very formidable preparations for revolt, resistance, and revolution.

THE GROWING STRENGTH OF THE SOUTH PACIFIC REPUBLICS.

The alliance of the South Pacific coast States has grown in strength from the moment that the Gullians raised the standard of opposition to Spanish aggression, and numbers the formidable republics of Peru, Bolivia, Ecuador, and Chili. Strong efforts have been for some time making to still further strengthen this alliance; and Venezuela and Colombia have been invited to join in the work of destroying Spanish influence and power in America.

PLAN FOR INVADING CUBA.

The purpose of Chili and her allies in endeavoring to draw these States into an alliance against Spain, is not merely for defense, or inspired through timidity, as the proposed alliance is for the purpose of offensive operations, inspired by hatred and revenge, and it is planned for the purpose of gaining a base for operations on the north coast of South America, in order to aid Cuba and Porto Rico in throwing of the yoke of the mother country.

THE CUBANS READY TO WELCOME THE ALLIES.

Such an aggressive movement these allied republics seriously contemplate, and not without reason. The success of the revolution from the people of Cuba and Porto Rico. Revolution has long been in Cuba; it burns with suppressed fury at this moment, and in a few weeks, assured on the eve of a general breaking out, the revolutionary movement in Cuba against Spain began away from the coast.

THE VARIOUS REVOLUTIONS IN CUBA.

In 1823 occurred the conspiracy of Los Soles de Bolivar (sons of Bolivar), so-called on account of the connection of the revolutionists with Simon Bolivar, the liberator of Bolivia, who held the same policy and proposed to extend the same aid to the Cubans now advocated and proposed by the allied republics of Bolivia, Chili, Ecuador, and Peru.

THE FIRST NATIONAL BANK HAS REMOVED.

During the erection of the new Bank Building, to No. 305 CHESTNUT STREET.

WANTED.

DE HAVEN & BROTHER, No. 40 S. THIRD STREET.

WATCHES AND JEWELRY.

LEWIS LADOMUS, DIAMOND DEALER & JEWELER.

THE OLDEST AND LARGEST SADDLE AND HARNESS MANUFACTURING ESTABLISHMENT IN THE COUNTRY.

LACEY, MEEKER & CO., No. 1216 CHESTNUT STREET.

TO OUR PATRONS AND THE PUBLIC.

Watches, Jewelry, and Silverware, at a discount.

CLARK & BIDDLE.

Rich Jewelry, John Brennan, Diamonds, Fine Watches, Jewelry.

ICE COMPANIES.

ICE! ICE! ICE! ICE! ICE! INCORPORATED 1864. THOMAS E. CAHILL, President. JOHN GOODYEAR, Secretary. HENRY THOMAS, Superintendent. GOLD SPRING ICE AND COAL COMPANY.

REMOVAL! REMOVAL!

OLD DRIVERS' ICE COMPANY. REMOVED FROM N. W. CORNER SIXTEENTH AND RACE TO Broad Street, Above Race, East Side.

KEEP COOL!! KEEP COOL!!

BY ORDERING YOUR ICE OF CHARLES S. CARPENTER & CO.

U. S. SECURITIES A SPECIALTY.

SMITH, RANDOLPH & CO., BANKERS & BROKERS.

STOCKS AND GOLD BOUGHT AND SOLD ON COMMISSION.

DAVIES BROTHERS, No. 225 DOCK STREET.

HARPER, DUNEY & CO.

STOCK AND EXCHANGE BROKERS. No. 55 S. THIRD STREET, PHILADELPHIA.

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VOX POPULI.

WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT, No. 771 South THIRD Street. Price, \$1.00 per Bottle; \$5.00 for half-dozen.

CHOLERA DISARMED!!

DR. E. COVETTER'S DISINFECTING FLUIDS. Secured by Letters Patent in the United States and France.

LIQUORS.

CHESTNUT GROVE WHISKY. No. 225 THIRD STREET.

GROCERIES.

TEAS REDUCED TO \$1. AT INGRAM'S Tea Warehouse, No. 42 S. SECOND STREET.

M. NATHANS & SONS, IMPORTERS.

BRANDIES, WINES, GINS, ETC., ETC. No. 19 North FRONT Street, PHILADELPHIA.

THE NATIONAL EXPRESS AND TRANSPORTATION COMPANY.

OFFICE—No. 1216 CHESTNUT STREET, PHILADELPHIA.

ROBERT SHOEMAKER & CO., MANUFACTURERS.

Wholesale Druggists, and Dealers in Paints, Varnishes, and Oils.

MISLER'S HERB BITTERS.

Wholesale and Retail. J. GRIEL & BRO., GENERAL AGENTS.

GOVERNMENT SALLS.

LARGE SALE OF ARMY WAGONS, AVENUE LANCES, HARNESSES, SCRAP IRON, ETC. CHIEF QUARTERMASTER'S OFFICE, DEPT. OF WAR, WASHINGTON, D. C., May 23, 1866.

ASSISTANT QUARTERMASTER'S OFFICE.

Will be sold at Public Auction, under the direction of Brevet Brigadier-General G. H. Tompkins, D. C., on MONDAY, June 11, 1866, at 10 o'clock A. M.

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PROPOSALS.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR. WASHINGTON, D. C., May 23, 1866. Offers will be received by this Bureau until the 12th of June, 1866, for the purchase of the following vessels which may be seen at the Navy Yard in Philadelphia.

PHILADELPHIA NAVY YARD.

Screw steamer 'SAGA MOLE,' of 107 tons, old measurement. Screw steamer 'ALTHEA,' of 72 tons, old measurement.

NEW YORK NAVY YARD.

Paddle-wheel steamer 'JAMES ALDER,' of 1151 tons, old measurement. Paddle-wheel steamer 'OCTORARA,' of 829 tons, old measurement.

BOSTON NAVY YARD.

Sloop-of-war 'JOHN ADAMS,' of 700 tons. These vessels will be sold with their rigging, standing rigging, two boats, and such other articles as will be shown by the Commandant of the Yard where the vessels lie, with the exception of their armaments, masts, masts and rigging, nautical instruments, and stores. These vessels can be seen on application to the Commandant of the Yard.

GOVERNMENT SALE OF MOLASSES.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE, WASHINGTON, D. C., May 12, 1866. Sealed Proposals in duplicate, of the form furnished by the undersigned, will be received at this Office until 12 o'clock M. on THURSDAY, May 23, 1866, for the sale of about 14,000 LBS. OF MOLASSES.

(80 barrels averaging about 22 gallons each, and 47½ barrels averaging about 22 gallons each.)

Proposals will be received for less than three (3) barrels or five (5) barrels.

All the packages have been repacked and re-secured; but, if desired by the purchaser, will be repacked by the purchaser before their delivery. It can be seen at the Subsistence Storehouse, at Sixth Street wharf, Washington, D. C., and samples will be found with the following officers:

Brevet Brigadier-General H. F. CLARKE, A. C. G. S. U. S. A., New York City. Brevet Brigadier-General G. L. KILBURN, A. C. G. S. U. S. A., Philadelphia, Pa. Brevet Brigadier-General T. WILSON, V. S. and Brevet Colonel, Captain and C. S. U. S. A., Baltimore, Md.

Or at this Office. Payment in Government funds, about fifty per cent of which will be required on receipt of the bid, and the remainder before the delivery commences.

No bid received from parties who have failed to comply with their contracts. Bidders are requested to be present at the opening of their bids.

All packages will be loaded at the Government wharf in Washington, D. C., free of expense. The usual reservation by the Government in regard to bids will be observed.

G. BELL, Major and C. S. U. S. A.

GOVERNMENT SALE OF THE MILITARY RAILROAD AT BRAZOS SAN JACINTO, TEXAS.

QUARTERMASTER-GENERAL'S OFFICE, WASHINGTON, D. C., April 19, 1866. The attention of capitalists seeking a profitable investment is invited to this sale.

Sealed Proposals will be received at the office of the Quartermaster-General (Division of River and Rail Transportation), at WASHINGTON, D. C., until the first day of June next, at 12 o'clock M. for the purchase of all the right, title, and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Rancho, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn-tables, bridges, etc., the road, and all the material and supplies on the road, together with the rolling stock, cars, machinery, and other equipment.

This road is about ten miles in length, and extends from Brazos Santiago to White's Rancho, on the Rio Grande. From this point the route is made by steamer with Brownsville and Matamoros.

This route is the shortest and best for the immense trade between the Gulf of Mexico and the interior of Texas, and the communication by rail alone can readily be extended to Brownsville.

The road already completed saves thirty miles of difficult and tortuous navigation. Boats on the river now charge, it is stated, for freight to Brownsville as high as \$6 per barrel, and for passengers \$15 each.

A road is five-foot gauge, good ties T rail, and full of iron.

More particular description of the property can be obtained at this office, or at that of the Chief Quartermaster Military Division of the Gulf, at New Orleans.